

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-5. (Cancelled)

6. (Currently Amended) In a system comprising an internal combustion engine, an electric motor, a battery electrically coupled to the electric motor and a sensor for recording a state of charge of the battery, wherein i) the motor can be switched between operation in a motor mode and operation in a generator mode, and ii) the motor can be mechanically coupled to the internal combustion engine and/or to an output drive of the system for the purpose of driving said system or for the purpose of said internal combustion engine or said output drive of the system driving the motor in the generator mode, a method of operating said motor, wherein:

when the internal combustion engine is operating and is coupled to the output drive, the electric motor operates,

~~predominantly~~ primarily in the generator mode only when the load on the internal combustion engine is in a first, relatively lower, range;
and

~~predominantly~~ primarily in the motor mode when the load on the internal combustion engine is in a second relatively higher, range;

changes in fuel consumption of the internal combustion engine which occur in response to load changes are recorded as a function of rotational speed of the internal combustion engine, and are stored; and

the electric motor

is operated as a generator when the quotient of a load change and fuel consumption change exceeds a first threshold value;

and

is operated as a motor when the quotient of a load change and fuel consumption is less than the first threshold value or a second threshold value.

7. (Canceled)

8. (Previously Presented) The method as claimed in Claim 7, wherein the electric motor is operated with increasing generator power when the quotient of the load change and the consumption change of the internal combustion engine increases.

9. (Previously Presented) The method as claimed in Claim 8, wherein the electric motor is operated with increasing motor power when the quotient of the load change and consumption change of the internal combustion engine falls.

10. (Previously Presented) The method as claimed in Claim 6, wherein, when the electric motor is continuously positively coupled to the output drive, the electric motor always operates in either the motor mode or the generator mode.

11. (Previously Presented) The method according to Claim 6, wherein the system is a hybrid drive system.

12. (Previously Presented) The method according to Claim 11, wherein the system is a hybrid propulsion system in a motor vehicle.

13. (New) A method of operating an electric motor that is coupleable to an internal combustion engine and/or to an output drive, the method comprising:

recording and storing changes in fuel consumption of the internal combustion engine which occur in response to load changes as a function of rotational speed of the internal combustion engine;

operating the electric motor as a generator when a quotient of a load change and fuel consumption change exceeds a first threshold value; and

operating the electric motor as a motor when the quotient of the load change and fuel consumption is less than the first threshold value or a second threshold value.

14. (New) The method as claimed in Claim 13, wherein the electric motor is operated with increasing generator power when the quotient of the load change and the consumption change of the internal combustion engine increases.

15. (New) The method as claimed in Claim 14, wherein the electric motor is operated with increasing motor power when the quotient of the load change and consumption change of the internal combustion engine falls.

16. (New) The method as claimed in Claim 13, wherein, when the electric motor is continuously positively coupled to the output drive, the electric motor always operates in either the motor mode or the generator mode.